STOVE PIPE WELLS VILLAGE

From Dream to Reality

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by Harry Tucker

Keepsake No. 32
Published for the
43rd Annual Death Valley '49er Encampment
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PUBLISHED FOR THE 43RD DEATH VALLEY
'49er ENCAMPMENT
DEATH VALLEY, CALIFORNIA
NOVEMBER 4, 5, 6, 7, 1992

THE PURPOSES OF THE DEATH VALLEY '49ers are primarily to work with the National Park Service in conserving and making accessible to present and future generations of Americans, for purposes of education and enjoyment, all of the natural, scenic, historical, and recreational facilities of the Death Valley region, and to sponsor and promote such institutions, events, and services as will contribute to public understanding and appreciation of the miracles of creation and evolution as revealed in the desert and mountains of the Death Valley area.

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STOVE PIPE WELLS VILLAGE
From Dream to Reality
by Harry Tucker

Before Death Valley was a National Monument, one man's dream was to settle and build a hotel and stop-over station for visitors and prospectors traveling through this harsh land. The question arises, who or what sort of person would dare to try this?
Bob Eichbaum dreamed and dared!!

Herman William "Bob" Eichbaum was born on December 25, 1878 near Pittsburgh, Pennsylvania. He grew up with wild dreams and a lust for adventure. He earned a degree in engineering at the University of Virginia and then headed west to seek his fortune.

He had heard of the boom camp of Rhyolite and decided to find out what went on in boom towns. On arriving there, he discovered the need for an electric plant, so with Bill Ball, they built the first electric plant in that city. The population of Rhyolite at that time was said to be near 10,000.

After that project was completed he decided to try his luck at prospecting. In so doing, he began to appreciate the beauty and magnificent scenery, also noting the recreation potential in Death Valley. This interest in Death Valley was to remain with him for the rest of his life.

By 1911, Rhyolite was in a decline. Bob Eichbaum and Bill Ball were making use of their talents on Catalina Island and in the seaside city of Venice. It was in this city that Bob was introduced to Helene Neeper (nee) Williams. After a whirlwind courtship, they

were married on October 31, 1914.

Helene Williams was born in Indiana. Her parents moved to Illinois and then on to Colorado Springs, Colorado where, as a young woman, she took singing lessons and became well known in musical circles.

She met Dr. Edward Rogers Neeper and on October 21, 1901, they were married. After two years of marriage, physicians ordered Mrs. Neeper to leave Colorado, declaring that the altitude was harmful to her health and advised her to seek the sunny southland. She moved to Venice, California. Dr. Neeper was supposed to follow but did not arrive as he had promised. Finally, she accused him of making love to other women. "He just left me up in the air, neither denying or affirming my charge", she told Judge Conley. "I took his silence as an admission of guilt." The fact that he refused to speak affected her seriously. She decided that she could never have peace of mind or good health again until she was free. The jurist granted her a divorce.

So sets the scene for the marriage between Helene Neeper and Bob Eichbaum. She would later be called the "Princess of Death Valley".

Travel was slow in Death Valley but prospectors were moving from camp to camp. Two of these camps were Skidoo and Rhyolite. A telephone system was installed between them. Even today you can see remains of the original poles and, in places, some wire. The poles were not of the round type used today but rough-cut square poles of different size 4X4 and 6X6. Hike uphill from Emigrant Ranger Station to the mouth of Telephone Canyon and you will be able to see short sections of those poles.

With all this activity, Bob saw the need for a stop-over station and hotel between Rhyolite and Skidoo. This plan would also be a way to promote Death Valley.

His first thought was to build a big hotel near Hell's Gate on

the east side of the Valley. This site would have given him a magnificent view of the central and southern portions of Death Valley, but that dream was never realized.

Eichbaum then considered the site of Old Stove Pipe Well. This was a watering stop and spring located on the east side of the sand dunes. (Reference Keepsake #8 by Burr Beldon)

At one time, Old Stove Pipe Well had been the only place for water in the central part of the Valley. The little oasis down by the dunes became a mecca for cross-valley travelers. It was the only water hole on a long, hot trip. Tragically, it was sometimes hard to find. Sand storms often obscured it. Two nearby graves bear witness to the fact that death waited for the unlucky.

A passing freighter hit upon a brilliant idea. He unloaded two lengths of stovepipe and stuck them upright in the water hole. The novel marker could be seen more than a mile away. Soon the little oasis became universally known as Stove Pipe Well.

The water hole had become a campground on the cross valley road. One traveler sensed business opportunity and excavated an 12'X18' cellar. Then above ground, he built mud walls on three sides bonding the mud with empty beer bottles. For a roof, he used timbers covered with a tarp and topped with several inches of earth. The dugout served as a combination grocery store and beer garden. The grocery stock consisted of dry beans, oatmeal, bacon and canned tomatoes. Beer came from a Tonopah brewery and was kept "cold" in a tub covered with wet burlap. "Cold" is a relative term, but when the thermometer hovered in the 120o's, the beer at Old Stove Pipe did taste cold. It was so comfortable in the dugout that travelers often asked to sleep inside. That gave the proprietor an idea. He installed beds and rented them. There was room for only two - a two bed hotel, none the less - the first hotel in the valley.

Business boomed and competition arrived in the form of a tent store pitched just to the west of the dugout. Then the Rhyolite boom faded. The dugout stock was moved out. The tent store stayed but

BOB AND HELENE EICHBAUM
DOW VILLA HOTEL, 1923

when no one called in three weeks, the stir-crazed owner was happy to be rescued by George Cook of Lone Pine, who happened past hauling lumber. Old Stove Pipe served largely as a water hole for burros and sheep for the next 15 years.

After the marriage of Bob and Helene Eichbaum, the newly weds took up residence on Catalina Island where Bob worked for Philip K. Wrigley as an engineer. Here, too, the Eichbaum flair for innovation was evident. His ideas were both popular and profitable. He seemed to have an unusual awareness of the value of transportation in any resort venture. He brought cars down from the San Francisco Fair to Catalina in 1915 and began a sight-seeing tour business on the Catalina Island. This idea was so successful that he continued to expand it until 1924, when he sold his transportation system to Wrigley.

Bob Eichbaum had never broken his ties with Death Valley. He still kept in contact with his old prospector friends and shared with them his dreams of the day when he would have a resort there. (Reference to Keepsake #10 by Mary DeDecker)

A prerequisite of any resort is a good access road. He considered all possible routes. Surely the Inyo County Supervisors would share his enthusiasm for the development of Death Valley. May 4, 1925 found him appearing before that Board in regard to a toll road from Lida into Death Valley by way of Sand Springs. The supervisors were far from receptive.

On June 1st, he tried again. This time he proposed a route over Towne Pass. The supervisors laughed at the idea, saying they were not spending tax payers money for a "road to nowhere".

Undaunted, Eichbaum decided to apply for a franchise to build two toll roads himself. One was to go from Whippoorwill Springs to Darwin Wash, across the Panamint Valley and over Towne Pass to Stove Pipe Well, east of the sand dunes. The other was to begin at the south end of Death Valley and run north by way of Bennetts Well and Furnace Creek Ranch to Mesquite Springs. This proposal was

presented at the supervisor's meeting of August 3, 1925. Eichbaum was supported by G. W. Dow of the Dow Hotel in Lone Pine, R. R. Henderson, editor of the Mt. Whitney Observer, and other local citizens. Strong opposition came from the Pacific Coast Borax Co. headed by C. M. Rasor. They were not pleased over the prospect of paying a toll on a road in their own territory. The name of H. P. Gower headed the petition against it. The supervisors voted it down three to two.

There must be a way! Since the borax people did not like his proposal, perhaps he could come up with one they would approve. He was encouraged by the fact that Supervisors Hancock and Johnson from Bishop had supported him. In fact, Mr. Hancock agreed to accompany him to Death Valley to talk to the Pacific Coast Borax people. P. W. "Pete" Smith went with them. They were well received and Mr. Rasor welcomed the opportunity to discuss the situation. The outcome was an assurance that his company would offer no opposition to a road ending at Stove Pipe Well. Even Death Valley Scotty signed a petition in favor of it.

After the trip to Death Valley, Eichbaum adjusted his road plan to consider only that portion between Whippoorwill Spring and Stove Pipe Well. The other road needed to be improved but it was not vital to his resort plans. He would need support so he encouraged a petition in favor of his new proposal. Lone Pine businessmen liked the idea of bringing tourist from Los Angeles to stop at Lone Pine en route to Death Valley. W. G. Scott, President of the Midland Trail, planned to show the Eichbaum Toll Road on their map as a side trip. Support now came in from all directions.

Eichbaum was well prepared for his presentation to the Board of Supervisors on October 5, 1925. He brought petitions signed by 383 persons, including several from Death Valley. Local men from various towns came to give testimony favoring the road: Pete Smith, Wm. Van Fuskirk, G. W. Dow, Dr. M. A. Williamson and F. B. Leete of Lone Pine, as well as Cash Clark of Darwin, N. A. Smith of Keeler

and John U. McMurray and A. G. Barmore of Big Pine. Dr. Williamson supported his arguments with a letter from the Automobile Club of Southern California. The only opposition came from J. O. McIntosh of Big Pine, who pointed out facts that he considered might cause such a road to be a detriment to the county and a menace to the then current highway system. But this time, the supervisors granted Mr. Eichbaum's application by a unanimous vote.

They appointed Cash Clark and P. W."Pete" Smith as commissioners to approve the layout of the road. A third commissioner, G. W. Dow, was appointed by Eichbaum.

Bob assembled a party of five men to walk up and over Towne Pass to determine the exact route. This party included himself and county surveyor, B. E. Sherwin, whom Eichbaum had hired to do the surveying. The other three were the commissioners appointed to approve the route. It was a strenuous trip. Mr. Sherwin carried his surveying instruments all the way. Tom Hancock, brother of Supervisor Hancock, and a companion drove a Model T Ford by way of Wildrose and Emigrant Springs to meet the survey party. When there was no sign of the surveyors by dusk, the waiting men felt some concern. Lights finally appeared on the slope. Tom Hancock headed for them with a canteen of water, which was much appreciated by the thirsty party. That completed the survey over Towne Pass.

The construction job was all hard work. Mr. Miller, Eichbaum's right hand man, was superintendent over a crew of six to eight men, including a driver, a grader, several rock throwers and a cook. The first cut was made by a #30 Caterpillar tractor pulling a seven-foot wide road grader. Then the road was widened to a passing width. Rocky out-croppings often determined the width of the road as well as its contour. No blasting was done. They just detoured around anything too big to move to reach the summit. Their Christmas camp was just over the summit. The going was somewhat easier after they reached the top of the grade. By spring they had arrived at the dunes

STOVE PIPE WELLS VILLAGE

TOP: WEST END OF EICHBAUM TOLL ROAD
BOTTOM: APPROACHING STOVE PIPE WELLS

on the floor of the valley. It was a simple matter to clear the brush and muck faster. The shifting sand presented another problem. Because of this shifting sand, Eichbaum gave up while still four and one half miles short of Old Stove Pipe Well. The road ended at the sand dunes. Water for the project was hauled from Darwin Falls. Gas and oil were delivered by Rollin Bell of the Union Oil Company.

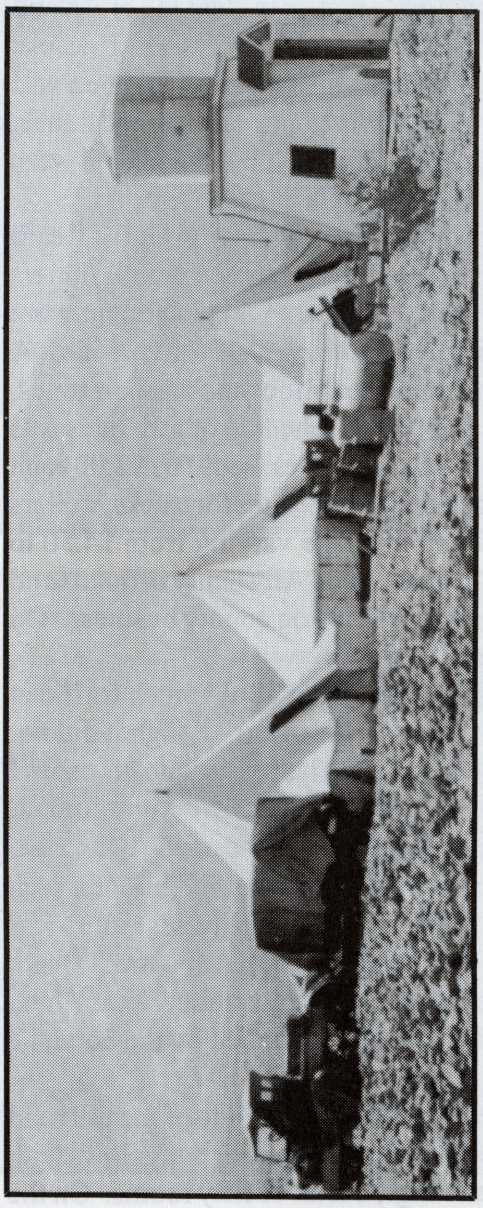
On May 3, 1926, a Matter of Viewing and Laying Out of Death Valley Toll Road was signed, submitted by the three commissioners and filed in the county courthouse. Attached to the document were certified survey sheets describing a right of way 100 feet wide. A Certificate of Completion, except the easterly four and one half miles, was filed the next day. At the same time a schedule of toll rates was fixed by the Board of Supervisors. Automobiles would be $2.00 each with an additional 50 cents for each occupant. Rates for trucks, trailers and wagons were listed according to tonnage varying from $4.50 to $6.50 per ton. Animals were $1.00 per head. All county officials and their vehicles were allowed exemption when on county business. On May 4, 1926, the road was open.

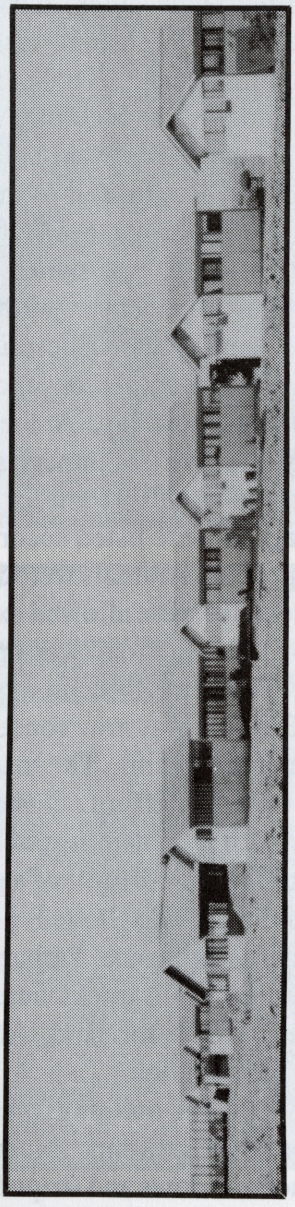
The heat of oncoming summer did not allow much traffic at first. But Bob was now concentrating on his resort, though it did not live up to his dreams. The road construction had eaten into his capital so he could only afford a cluster of bungalows instead of a grand hotel.

Building materials were freighted in over the newly built road. Despite his early dreams of a place near Hell's Gate and his later plan for building at Old Stove Pipe Well, the actual site of his resort was determined by chance. Perhaps he realized that one did not push Death Valley too far. His trucks were equipped with solid-rubber tires which became mired in the sand. At the spot now occupied by the hotel, he began construction.

The first buildings were built on the south side of the toll road and consisted of twenty neat green and white, open air bungalows with screened windows and striped awnings, a total of fifty rooms. On the south end of the cluster was a restaurant topped with a searchlight,

STOVE PIPE WELLS VILLAGE





TOP: EICHBAUM TENT CAMP
BOTTOM: "BUNGALOW CITY"

later to be called the Eichbaum light, to guide lost travelers, and at the other end were a general store and filling station. The station was located about where Room #66 is now situated. Out back was a diesel electric plant and a well. Eight more bungalows, a swimming pool, tennis court, makeshift golf course and a landing strip were added in the next few years.

Now, all he needed were guests. With Alma Overholt, an artist, nurse and shameless publicist, they started a campaign to entice travelers to come to Nature's Inferno, The Mystery Spot of America and, in its midst, was Stove Pipe Wells Hotel. Eichbaum had changed the name from Bungalette or Bungalow City to Stove Pipe Wells. The well is now referred to as Old Stove Pipe Well.

To bring in tourists, he started a daily Mt. Whitney-Death Valley stage line in November, 1926 running Studebaker phaetons from Los Angeles to Bungalow City. The tours also stopped in Lone Pine so that his guests could see both the "Highest and Lowest Points in America". For the more adventuresome, he offered pack trips around the valley guided by old Johnny Cyty, and a couple of other desert rats.

Opening day was calm compared to the first social affair. The Eichbaums invited all of the old-timers within a hundred miles to be their guests for a grand Thanksgiving Day party with a turkey dinner and all the trimmings. What a guest list it was! Bill Corcoran and his partner, Jack Stewart, came down from Emigrant Wash; Shorty Harris came over from Ballarat with his burros; Ed McSpearin, Bill Ball and Joe Liddick came from Wildrose Canyon; John Cyty hiked over from his cinnabar mine at Chloride Cliffs. The latter had narrowly escaped hanging at Rhyolite some years before, after killing a man who tried to jump his cinnabar claim. Since that time he was known as "Johnny-behind-the-gun". More prospectors came from miles around. They were all warmly welcomed. Most of them took baths for the occasion and dressed in their best clothes. It was a great

get-together and the last, for many of them.

Stove Pipe continued to be a favorite meeting place for the old timers, and the Eichbaums valued these friendships. Death Valley Scotty stopped when in the neighborhood. Helene Eichbaum was always "Princess" to him, a name that would follow her the rest of her days. Scotty would march into the kitchen and give his orders directly to the cook.

Eichbaum still had a mining urge so he and Bill Corcoran made a valiant attempt to resurrect the mines at Skidoo. Three of the tourist cabins were moved as headquarters while exploratory work was being done. The old Skidoo pipeline had long since been removed and they found it impossible to continue without a water supply.

Eichbaum and Scotty decided to jump one of Pete Aguereberry's claims up Scotty's way. They had heard that Pete had not kept up his assessment work. Scotty was getting a tin can for the location notice when they found themselves looking into the business end of a double barreled shotgun. Pete's words were "Now you bums get the hell out of here before I blow you out!". Needless to say both men left in a big hurry.

There must have been times when Eichbaum wondered whether his resort was worth the effort. Securing supplies was an eternal problem in that isolated location. Most supplies were purchased in Lone Pine. The laundry was done in Beatty. The wells on the place produced salty water unfit to drink. All of the water for cooking and drinking was hauled from Emigrant Springs. It was difficult to keep employees in a place so remote. The usual staff included a clerk, a bellhop, a cook, two waitresses and two guides. Their other duties included taking care of the Toll Road and the gas station as well as driving guests on tours to points of interest.

The first pilgrimage of any size came for Easter Sunrise Services on April 17, 1927. This was arranged by the Eichbaums, who were well prepared for the occasion. Services were conducted before

EASTER SUNRISE SERVICES

for the

Unknown Dead of Death Valley

at

STOVE PIPE WELLS, Death Valley, Inyo Co.

April 17, 1927

Program

1. Contralto Solo—"The Dawn" . . . . . *D'Hardlot*
   BLANCHE HARRIMAN VERBECK
   Mrs. H. Monroe Dunham, Accompanist
   (Organ Courtesy Rudolph Wurlitzer Co.)
2. "The Lord's Prayer"
   JUDGE BENJAMIN F. BLEDSOE
3. Greeting
   MRS. E. H. EDWARDS
   President Inyo County Fed. Women's Clubs
4. Response
   MRS. JAMES BIRNEY LORBEER
   President L. A. District Calif. Federation of Women's Clubs
5. Contralto Solo—"Prayer Perfect" . . . . *James Whitcomb Riley*
   BLANCHE HARRIMAN VERBECK
6. Scattering of Desert Flowers on Sand Dunes
   BY SCHOOL CHILDREN
7. Placing of Wreath at Foot of Cross
   MRS. FLORENCE DODSON SCHONEMAN
   Dist. Chairman of California History and Landmarks Club
8. EASTER MESSAGE—Dedicated to "Unknown Dead of Death Valley"
   JUDGE BENJAMIN F. BLEDSOE
9. Community Singing—"Onward Christian Soldiers"
   CHORUS

STAGES leave Los Angeles at 749 South Hill Street, 9:00 A.M., Saturday, April 16, 1927. Special schedule will take passengers to Stove Pipe Wells Bungalow City in time for Sunrise Services Easter. For reservations, phone VAndike 7763. Bungalow City, Death Valley's unique resort—American plan. Hot Cross buns will be served Easter Morn.

TO DRIVE, go via Mojave, Red Rock Canyon and Lone Pine, foot of Mt. Whitney, Darwin and over the new Eichbaum Road through Townsend Pass to Stove Pipe Wells in heart of Death Valley. Distance 311 miles. Good roads all the way.

a large cross set on the brow of a dune. Benjamin F. Bledsoe, a federal judge, was invited to give the address. Newspapers delighted in printing dramatic accounts of the scene, where the sun came up over the Funeral Mountains to the strains of Onward Christian Soldiers.

The success of the sunrise service gave a great boost to tourism in Death Valley. Visiting Death Valley , especially on holidays, became popular. The "Old County Road" over Emigrant Canyon was getting more travel. It angled from the canyon across the alluvial fan northeast and crossed the Eichbaum road west of the resort. From there it nearly paralleled it for a distance before angling southeast through the Devil's Cornfield and on to Furnace Creek. Some people traveled it to avoid paying the toll on the Eichbaum road.

Without warning, tragedy struck at Stove Pipe Wells Hotel. Bob Eichbaum was stricken with spinal meningitis. Dr. Frank Ainsley, a friend who was a guest at the time, helped prepare a bed in one of the seven passenger sedans to transport Eichbaum to Los Angeles. Five days later, on February 16, 1932, at the age of 53, the colorful life of Herman William "Bob" Eichbaum came to an end. The body was shipped to New Castle, Pennsylvania, where he was buried next to his mother.

Running the resort and keeping up the Toll Road was a heavy responsibility for a woman who never before had assumed such a role, but Helene Eichbaum was up to the task. There was little time to be lonely or frightened. Besides caring for the business, she fed and doctored old timers in need and helped provide for the care of the local Indians.

Only a year after the death of her husband, Helene Eichbaum saw Death Valley become a National Monument. One wonders if she realized how much they had contributed to the recognition of Death Valley's potential.

Death Valley was proclaimed a monument on February 11, 1933 by President Herbert Hoover. It covered an area of 1,907,760

acres or 2,980 square miles, 600 square miles larger than the state of Delaware.

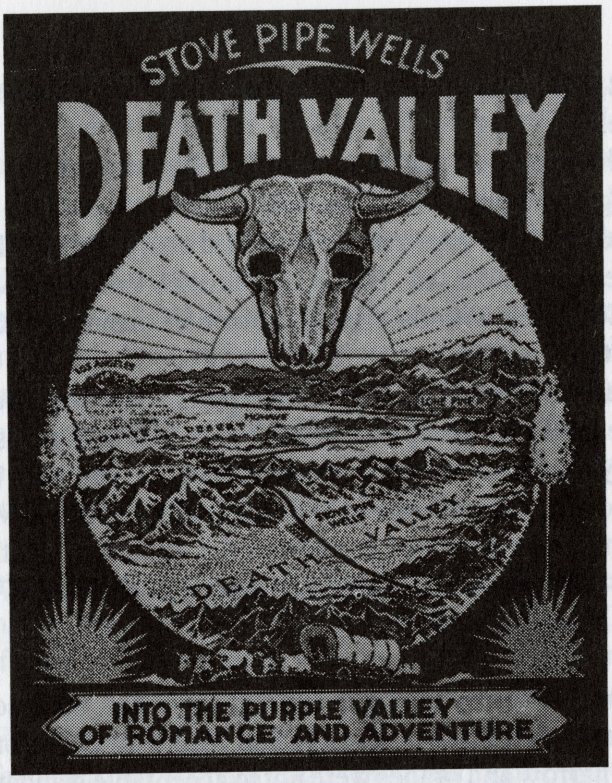
The decree of distribution of Eichbaum's estate revealed an interesting ownership which seemed a clue to dreams that were still unfulfilled. He held title to 80 acres of land on a point near Hells Gate. The decree also included 135,833 shares in Emigrant Mining and Milling Company with its principal place of business at Stove Pipe Wells Hotel.

Later owners discovered, unhappily, that they did not have title to the land they occupied. The acreage sold to them as the resort was nearly a mile northwest in the next section. But with the help of T. R. Goodwin, Superintendent of Death Valley National Monument, an exchange was arranged to correct the situation. Although the document was prepared, it was not signed until May 27, 1946 by President Harry S. Truman.

The California Division of Highways had been considering the Eichbaum Toll Road as part of State Highway 190. Portions of it were very narrow and grades were not to acceptable standards, but no satisfactory alternate route had been found. This spoke well of Eichbaum's engineering skills in selecting the route. Negotiations with Mrs. Eichbaum resulted in a sale dated December 19, 1934. The price was $25,000.00, $24,000.00 for the toll road and franchise and the rest for a 100 foot easement over the resort property. The state highway route over Towne Pass was not changed except for a section toward the summit on the west side. You can still see sections of old road going west just below the summit. At the resort, the highway now curves northward around the main building, then takes a route south of the sand dunes.

In 1934 Helene Eichbaum met, and then married, Hal G. West. They continued to operate the resort until August 5, 1936 when they sold the Hotel to the General Hotel Company headed by A. K Bennett. The sale price was $17,500. Bennett was succeeded by C. E. Fuller

STOVE PIPE WELLS VILLAGE



DEATH VALLEY

Your Invitation to Stop at

Stove Pipe Wells Hotel

The Hub *of* Death Valley

SEE the ever shifting sand dunes with their phosphorescent glow—Death Valley SCOTTY'S Castle—the Ubehebe Crater—the nine-mile wonders of Titus Canyon—the glass bottle house of Rhyolite—the ghost towns of Leadfield, Bullfrog and Skidoo—the Dug-out of Stove Pipe Wells—the Devil's Cornfield—the Indian mounds and cliff writings of an ancient civilization—the Race Track—the thousand faces of Grotto Canyon, the Devil's bath tub in Mosaic Canyon—Emigrant and Darwin Wash—the old coke kilns of Wild Rose—the spectacular beauty of DEATH VALLEY from Ogelsberry Point and from Chloride Cliffs—the world's largest Salt Beds—the crystal framed mirror salt pools—Furnace Creek Ranch—Telescope Peak, 11,045 feet elevation and Bad Water 310 feet below sea level. *Rates: Hotel, American Plan $7.00 up; European Plan $4.00 up; Villas, American $4.00 up; European $1.50 up.*

Season
Nov. 1 to May 1

HELENE W. EICHBAUM
Owner and Manager, Address, Darwin, Calif.

ADVERTISING COPY FOR STOVE PIPE WELLS HOTEL

as President of the General Hotel Company.

Even though the hotel changed hands several times, the name General Hotel Company was retained by four different owners. C. V. Thompson assumed control of the resort in 1945 as an assignee for Bank of America Trust Division and ran it until 1947.

During the war, Major George Palmer Putnam was stationed in Salina, Kansas where he met and married Margaret " Peg" Haviland. George Palmer's first marriage had ended in tragedy. His first wife had been Amelia Earhart. She was lost in 1937 when her small plane vanished over the Pacific Ocean. Peg and George were married in June 1945 and went to live at Whitney Portal, California. Putnam had bought Father Crowley's little chapel there and had built a lovely home. One winter they tried to stay in it but Whitney Portal is at an elevation of 8,500 feet and it gets extremely cold. In 1947, George came home and announced, " Peg, you need not be cold again, as Stove Pipe Wells Hotel in Death Valley is for sale." So they bought it, still retaining the name of General Hotel Company.

George P. Putnam died in 1950 leaving Peg to run the hotel alone. Mrs. Stove Pipe Wells, which Peg would be called for years, had a very rough time of it for several seasons having to pick up supplies and run the hotel. She also had a contract to haul supplies for some miners near the top of Towne Pass which might include dynamite. The first time she knew that dynamite was on the truck, she almost went into hysterics until it was unloaded.

In an interview by Patrice Manahan in Westways, October 1957, Peg tells of her experiences in coping with all of the problems associated with running a hotel in Death Valley.

Peg was to meet and then marry Willard J. Lewis. In 1965 the Hotel was too much of a burden so they decided to put it up for sale.

By that time the Death Valley '49er's, Inc. were well entrenched in Death Valley as a support group to Death Valley National Monument. Within that organization were a couple that ran the

Hamilton Stores in Yellowstone National Park. Ellie and Trevor Povah were very interested in Death Valley and considered Stove Pipe Wells an addition to their operation in Yellowstone.

Those employees that wished could work the winter season in Death Valley and then transfer to Yellowstone for the summer. The Povahs formed a California Corporation, to be called Trevell, Inc. On August 24, 1966 a Corporation Grant Deed was filed and signed from General Hotel Company to Trevell, Inc. giving them full title to the resort. The Trevell name, as you can see, is a combination of their first names, Trevor and Ellie Povah.

Now began an orderly system of rebuilding and/or building new structures and hotel rooms. Shortly after the purchase of the hotel a fire gutted the old kitchen, dining room and bar so a new building was erected. Next the Forty Niner rooms were added to be followed by the Road Runner section. All of the smaller cabins were torn down in 1975 and a new dormitory was built for employees.

Water has always been a problem for Stove Pipe Wells Village. For many years the hotel owned its own water truck hauling 1,000 gallons of fresh water from Emigrant Springs daily. The National Park Service had installed an underground tank at Emigrant Ranger Station and the hotel was allowed to draw from that reservoir. It was quite a trip down the grade, in an old truck with bad brakes, to get fresh water. Several wells were dug in hope of finding fresh water on the property but they only produced saline water. So two water system were, and are used, one for drinking and use in the kitchen and bar, the other for showers, swimming pool and fire protection. Also in 1975 the National Park Service drilled another well to supply a reverse osmosis system converting saline to fresh water for the resort. This eliminated the need for a daily trip to Emigrant Springs.

In 1978 Trevell leased the hotel to Leo and Bill Dentino of the Flagg Ranch in Jackson Hole. Their lease was only for one season. In 1979 Trevell sold the land and buildings to the National Park Service. The Fred Harvey Co., through Amfac Corporation, owned

Furnace Creek Inn and Ranch and they received the concession to operate the Stove Pipe Wells Hotel. Since that time a new wing called the Tucki, has been added along with another new dormitory for employees.

The National Park Sevice has since started construction of four apartments for Park Service personnel who have moved to Stove Pipe Wells because of the closure of the Emigrant Ranger Station. The new ranger station office is now located where the blacksmith shop used to be.

How little did H. W."Bob" Eichbaum know that his dream would turn into what we now know and see as Stove Pipe Wells Village.

ACKNOWLEDGEMENTS

Thanks and gratitude to the following:

Death Valley Natural History Association
Burr Belden Keepsake #8
Mary DeDecker Keepsake #10
Death Valley National Monument - photographs
Richard Lingenfelter - DeathValley and the Amargosa
Robert Palazzo - photographs
County of Inyo - records

To Joe Doctor - for just prodding and telling me to get it done.

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Thanks to All,

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ACKNOWLEDGEMENTS

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